HARBOR DEFENSES.

PROGRESS OF A YEAR. PORT OF THE CHIEF OF ENGINEERS - EXPERI MENTS WITH TORPEDOES--RIVER AND HARBOR

IMPROVEMEN'S. The report of Gen. 3. S. Humphreys, Chief of Engineers, to the Secretary of War, contains the fol-lowing in reference to the progress made in harbor fort-ifications and improvements, and the use of torpedoes

lewing in reference to the progress made in a control decisions and improvements, and the use of torpedoes as a means of barker defense:

The progress during the past year, of the works for the progress during the past year, of the works for the protection of the defense of our barbors from naval attacks, has been statisfactory, and so me of the works for the protection of the harbors of our principal cities are approaching combletion. Every step taken in the location, construction, pletion. Every step taken in the location, construction, and the Every step the principles agreed with the general of the Chief of Engineers, the Genevied the approval of the Chief of Engineers, the Genevied the approval of the Chief of Engineers, the Genevied the Army, and the Excentive, and which have repeatedly commended themselves to the intelligence of Congress. In comparison with the area number of steps and anchorages along our coasts, but a limited number are being fortified, and appropriations are asked number of the entrance of the enemy in iron-clad vessels carrying the nowerful rified modern armaments, and where interests covering millions of deliars would be called by a successful invasion. But a small number of our works are what could be called newl; that is, planned entirely in accordance with the requirements for resisting the modern heavy ordunance. Nearly all have been handed down from former periods, when small guns and wooden ships only were to be contended with, and the present operations at these works counst in enlarging and strengthening the earthen portions to resist the heavy rified shot. Unlike the armaments used in them, hot wo sea-coast works are of the same model, plan or trace. Every work is a special one, which must be a quires careful surveys, investigation and study; and the time required for construction renders it now imperative that our sea-coast works should be planned and built before the sudden and decisive wars of modern times are either imminent or actually in procress. The appropriations for mortar batteries have been judiciously distributed for the erection of these valuable auxiliaries against iron-clads in five of our principal harbors, and a further appropriation is asked for their continuance.

tact of the vessel or by the judgment of the operator, ing torpedoes alone will not answer the purpose of ring the entrances to harbors. To operate this class or pedo they must either be seen, or the enemy must not when a daring commander would seek to penew when a daring commander would seek to penew a harbor this class of torpedo would be of no avail past him. To continue the purchase and storing of a portions of our torpedo apparatus as could not yent of war, be speedily obtained, the sum of \$150,000 sked.

in event of war, be speedily obtained, the sum of \$150,000 is asked.

Trials with explosives have been continued, but not so extensively as heretofore. Rendrock is the only new one added to the list, and it has shown itself inferior to dynamite. An old barge, worn out in service, was blown up last Autumn, but it was too rotten to afford dara of value. Considering that the subject of torpedo defenses has been sufficiently discussed to justify detailed plans for applying these new engines to the closing of our more important harbors, the Board of Engineers has taken up that subject for careful study. Prejects for adapting the forts in the harbors of New-York and Philadelpina to receive the cables, electrical apparatus, &c., have been already submitted, with diagrams of the proposed lines of torpedoes, and detailed drawings of the latter are in progress. Other harbors will be considered in turn. The Board expresses the opinion that our torpedo system is satisfactory, and that moderate stores for applying it should be collected at the depot at Willet's Point. These stores should be increased for the present by large annual appropriations, as it is certain that no money devoted to fortifications is more directly applied to preparing for sudden defense. In this connection It must be understood that trained soldiers are absolutely necessary in using the mines, and that the number of enlisted men of engineers now authorized is entirely innust be understood that trained soldiers are absolutel eccessary in using the mines, and that the number of misted men of engineers now authorized is entirely in

act making appropriations for the repair, presertion, and completion of certain public works on rivers nd harbors," approved March 3, 1873, furnished the means for continuing, during the past year, operations at the several localities named therein, in accordance with approved projects. The River and Harbor act approved June 23, 1874, in addition to making appropriations for continuing improvements heretofore begun, made provision for some new works. With the amounts thus made available, operations have been continued during the present working season, and the necessary preliminary steps have been taken for the execution of the new work specified.

during the pressar was been taken for the execution of the new work specified.

The act further directed that surveys be made and estimates submitted for the improvements recommended by the Senate Select Committee on Transportation Routes to the Seaboard, upon the four routes indicated by the report of said committee, and also upon a route indicated, forming an extention of the Chesapeake and Ohio Canal. These surveys have been assigned to officers having charge of works in the districts through which the proposed routes of communication pass. The appropriation was allotted to these officers in proportion to the extent and magnitude of the survey assigned each. Partiey were organized and sent into the field at as early a da as possible, and it is trusted that sufficient data will be obtained to enable all the officers to submit projects for the improvements recommended, together with approximate estimates of cost of each, in time to be submitted before the close of the next session of Congress. I should be borne in mind, however, that, owing to the lateness of the passage of the act, the season favorable

lateness of the passage of the act, the season favorable for active field-work was well advanced before the parties could commence operations.

The examinations or surveys directed to be made at certain specified localities named in the second section of the act of June 23, 1874, are now in process of execution. It is expected that reports upon the greater portion of these will be received in time for transmission during the approaching session of Congress.

The third section of the act made provision for the organization of a board of engineers, and directed that "said Board shail make a survey of the mouth of the Mississippi River, with a view to determine the best method of obtaining and maintaining a depth of water sufficient for the purposes of commerce, either by canal from said river to the waters of the Gulf, or by deepening one or more of the natural outlets of said river, "&c. The Board was constituted by General Orders No. 34 of the War Department, dated July 2, 1874, and a copy of the section was incorporated in the order for the information and gald-ance of the members. The Board is now engaged in the prosecution of the duties assigned, and will doubtless be able to comply with the requirements of the law as 50 the time of submitting the report.

In accordance with the requirements of the act approved Jane 22, 1874, "to provide for the appointment of a commission of engineers to investigate and report a permanent plan for the reclamation of the aliavial basin of the Mississippi River subject to inundation," a Board of Commissioners was constituted by General Orders No. 73 of the War Department of July 2, 1874. The Board has been organized, and the members are now actively engaged in making the investigations necessary to a full understanding and a proper presentation of the matter under consideration.

THE OPEN COMMUNION CONTROVERSY

DR. REUBEN JEFFERY IN REPLY TO THE REV. DR. J.

D. FULTON. To the Editor of The Tribune. SIR: The representations of the Rev. J. D.

Fulton, D. D., to one of your reporters, as published in your issue of the 28th instant, contain such insinuations against the consistency and fair dealing of myself on the Communion question, as to demand of me an explicit statement of my attitude and conduct in the matter. In the Summer of 1872, the Rev. G. F. Pentecost, adminis tered the Lord's Supper to a dying member of a Baptist Church, and invited the friends some of whom had not been immersed, to participate. Among the critics who saw fit to condemn his action was the Rev. Dr. Falton. And his letter seemed to be such a brutal assault upon the integrity and standing of Mr. Pentecost as to call forth an expression of universal condemnation. Among those who deprecated the intensely personal and dis courteous method of speaking of Mr. Pentecost was myself. In the course of my remarks I said that "the

myseif. In the course of my remarks I said that "the Lord's Supper is no more a church ordinance than is a prayer meeting."

This utterance was seized upon by Dr. Fulton and has since been made the text of his persistent and ungentlemanly assaults. He immediately wrote to The Standard, a Chicago paper, a letter, in which he altuded to me as a shame and disgrace to the Baptist denomination. He denounced me by name from his pulpit at Tremont Temple, and preached and published a sermin in which he cautioned the denounced me by name from his pulpit at Tremont Temple, and preached and published a sermin in which he cautioned the denounced me by name from his pulpit at Tremont Temple, and preached and published a sermin in which he cautioned the denounced me before I became pastor of Marcy Avenue Church, I attended a Minister's Conference, m which Dr. Fulton took occasion to say that "there could be no revival of religion while the devil of Open Communion was in our churches. He would to God that every open communicant would leave his church. There is not one of them who is worth shucks." I immediately arose and rebucked such intemperate language. I further remarked that "I considered myself a good Baptist, but did not think that Baptist principles needed any such style of advocacy." Whereupon Dr. Fulton interrupted me with the significant inquiry: "If you are a good Baptist, why do you oppose me t" I further stated: "So far as I am personally concerned I would consider it a violation of the law of Christ were I to approach the Lord's table, the pulpit, or cuter upon any of the formal responsibilities of the Christian life without having been immersed. I so teach, but I believe that my authority over another man's conscience is exhausted in teaching him my unde, standing of the orderly development of Christian and church life." This avowal was accepted by the brethren present as highly satisfactory and free from the taint of Open Communions.

municulsm.

In December, 1873. I accepted the call of the Marcy Avenue Baptist Caurch. This was a new interest consumering of 45 members. The church had been organized and had taken its measures for securing recognition before I became its measures for securing recognition that can be a consumer of the communication of the members had no thought of lending takens it was to the communion agitation, but in accepting the call I took occasion to remind the Committee of my views, carmond them against calling me if my position

was not satisfactory. I assured them that I had no purpose to agitato the question among them, that I never had disturbed a church on this question, only I wished them to understand that I should never consent to give a prohibitory invitation to the Lord's Supper. I entered upon the pastorate on Dec. 14. On Monday evening following the Council called to recognize the church met. They found that the papers of organization and the articles of faith were satisfactory, but a question arose as to the propriety of recognizing the church until I had cleared myself of the snapsicion of being an open communicant. This demand raised a new question, viz.; the right of a Council to hinge the orthodoxy of a church on rumors affecting the orthodoxy of the pastor. Baptist polity assumes that a pastor, like every other member, is amenable solely to the church of which he is a member, and that he is entitled to the privilege of being tried solely by his church, and that too on charges specifically presented. After a rambling debate of nearly two hours, a motion was made that Dr. Jeffery be requested to answer to the Council the question whether he believed that "baptism was a percentisite to the Lord's Supper." This motion was voted down by a large majority. A motion was then made to recognize the church was recognized.

Dr. Fulton tells your reporter, that "In order to obtain a recognition of his church, Dr. Jeffery awowed himself to be a Baptist," and "that Dr. Jeffery awowed himself to be a Baptist," and "that Dr. Jeffery awowed himself to be a Baptist," and "that Dr. Jeffery awowed himself to be a Baptist, and as preliminary to communion." I reply that Dr. Jeffery at and the church was recognized.

Dr. Fulton tells your reporter, that "In order to obtain a recognition of his church, Dr. Jeffery awowed himself to be anything else; but that he said before the Council nothing whatever about the specific relation of objective and unequivocal declaration in favor of baptism being a preliminary to communion." I reply that Dr. Jef

me.
There are really three phases of the communion question. Open communionism, strictly defined, is that the believer in Carist has a normal right to the Lord's Supper without regard to whether he has been baptized or not, and that the Church ought so to declare. I know of searcely any one in the regular Baptist denomination who takes this view. I certainly do not.

The close communion theory assumes that it is a sin, per ss, for any one to partake of the Lord's Supper, except in his capacity as a member of a Baptist Church, and his connection with such church, and that in order to be a Baptist Church, said Church must forbid all others to participate, and discipline any of their own members who even occasionally participate outside of such church relations. This is practically the attitude assumed by the Long Island Baptist Association.

Between these extreme parties there is a large number who think that the Church ought to teach that the proper and orderly way of professing the Christian life is by the immediate and precedent act of baptism, but that her authority is exhausted in teaching this order and demandium immersion, but that she has no authority to enforce communion exclusiveness by prohibitory and disciplinary legislation. I hold to this view and deem myself guilty of no evasion or reservation in avowing myself a Baptist. But it is a matter of far greater concern to me, that I learn to hold my views in the spirit of charity toward all, who, however widely they differ with me on these questions, are united with me to Christ.

Brooklyn, Oct. 29, 1874. me to Christ. Brooklyn, Oct. 29, 1874.

THE COURTS.

PROBLEMS OF TRADE.

There is now on trial before Judge Van Vorst a case between Gelpcke as plaintiff and Quentell, defendant, which involves a question of some commercial importance. Quentell, a merchant, sent from Bremen a letter of advice to Golpcke & Co. of this city, authorizing them to accept drafts by Rodewald & Co. of Louisiana to the extent of \$50,000, drawn against consignments to be shipped to Quenteli, but not not requiring Gelpeke & Co. to receive the bills of lading as security. Tais letter was received Jan. 17, 1860, and the New-York house at once advised the Louisiana firm of the authority, but omitted to tell them that they need not send bills of lading. In February following a letter was received from the Bremen house revoking the wald's firm having been learned, and Gelpcke informed

wald's firm having been learned, and Gelpcke informed the Louisiana house by mail of the revocation, but accepted drafts to the amount of about \$30,000, which came in after the letter was sent, but before the Louisiana house got it.

Gelpcke & Co. now sue the Bremen house for the money paid by them on those acceptances (Rodewald & Co. having failed). The case has been twice before the General Term, whose decision was that the only ground on which the New-York house could enforce the payment of this money was that they were bound to meet these acceptances; and if the drafts were not actually drawn against consignments, then they were not bound, and therefore could not enforce these acceptances against Quentell. On the present trial the defendants take the arther ground that they were not bound, because Rodewald was not informed by Gelpcke that he peed not send on the bills of lading with the drafts.

BAVARIAN FORGERS IN AMERICA.

Last September Commissioner White issued a warrant for the arrest of Herman Thomas on a charge of having obtained by the means of forged drafts 15,000 thalers from the Royal Bank of Bavaria in the German Empire. The warrant was issued under the extradition treaty between the United States and Bavaria, and Thomas was held to await a warrant of extradition. At the examination before the Commissioner Chas. W Brooke, counsel for the accused, raised the point that the treaty referred to had been abrogated by the merging of the Kingdom of Bavaria in the German Empire, and that, therefore, a warrant could not be legally issued under it. He also objected to the warrant on the ground that it was issued by the Commissioner before the arrival of the President's mandate authorizing him to issue it. The Commissioner decided adversely to Mr. Brooke, who brought the matter before Judge Biatchford of the United States Circuit, on a writ of habeas corpus for the release of Thomas. The Judge reserved his decision till yesterday, when he gave one sustaining the Commissioner's rulings, and remanding Thomas to the custody of the Marshal. Ex-Gov. Salomon appeared as counsel for the Kingdom of Bavaria.

The case of Joseph Schwick, another alleged forger from Bavaria, involved the same questions. Like proceedings were had in it, and a like decision was given. Brooke, counsel for the accused, raised the point that

CIVIL NOTES.

In the United States Circuit Court yesterday, in the case of the United States agt. Polhemus & Jackson, recently fully reported in THE TRIBUNE, Judge Shipman directed that the plaintiffs' motion to set aside the verdict be heard and determined upon "a case or case and exceptions." Thirty days were given the plaintiffs to prepare the case.

In the United States Circuit Court yesterday, in the case of the United States agt. Benom How-ard and Elias Howard, the jury found a verdict for the plaintiffs for \$26,928 24. Action in the case was brought on Benoni Howard's bond as a manufacturer of watches, and Elias Howard was his sorety; \$21,000 was the amount of the bond, and as it has been due since 1868, the interest on it increases it to \$25,000. S. L. Kennedy was Howard's bondsman on another bond for \$10,300. In that case an inquest was taken, and the jury awarded the full amount of the bond to the Government.

Mary McLean, aged three years and eight mouths, sued through her guardian to recover damages against Thomas Van Zandt, who occupied the house adagainst Thomas Van Zandt, who occupied the house adjoining her father's, for injuries sustained by falling into an unprotected area-way belonging to the defendant. The suit was dismissed on the ground of contributive negligence, it appearing that the father, although present, permitted his young child to go from one house to another without protection, knowing at the time the unprotected condition of the area-way. Motion was made for a new trial, in the Supreme Court, Chambers, and Judge Curtis yesterday sustained the decision of the Court below, holding that the circumstances of the case disclose contributive negligence on the part of the child's parents.

In January last the benevolent society of

In January last the benevolent society of German ladies known as " The New-York Ladies' Sick Relief Association No. 2" elected as President Mrs. Dorothy Grunninger, through whose agency a Sunday Dorothy Grunninger, through whose agency a Sunday festival was held to raise funds. It was very successful, but subsequently, as alleged, a dissatisfied faction held another election on the ground that Mrs. Grunninger had committed irregularities, the principal one being the holding of a festival on the Sabbath. The "malcontents" elected Mrs. Doretti Eike President and took possession of the bank-books and other effects. Mrs. Grunninger brought suit to recover in the Marine Court and Judge Spaulding gave judgment in her favor. Mrs. Eike secured a temporary injunction and an order to show cause against Mrs. Grunninger. The matter came up in Supreme Court. Chambers, yesterday, before Judge Lawrence, C. C. Eagan appearing for the respondent. In consequence of the absence of the relator's counsel, Dudley Field, the argument was adjourned to Monday next.

CRIMINAL NOTES.

CRIMINAL NOTES.

At the Tombs Police Court yesterday, Walter Coleman and James N. Hastings were held in \$2.000 bail to answer a charge of breaking into the boars of Robert Cauningham at No. 113 Mottest, and attempting to steal \$51 worth of ciothing.

Justice Flammer, at the Jefferson Market Police Court yesterday, held Joseph Warren in \$1.000 bail, charged with cleaning six oliver spoons from Alexander Howland of No. 52 East Twenty After St. Keep Mercolds, charged with speaking \$380 worth of the standard section of the standard

clothing from Alicia Gould of No. 622 Sixth-ave., was beld to \$1,000 bail to answer.

The trial of Michael Hogan, a policeman, took place vesteriary in the Court of Oyer and Terminer, before Judge Barrett. Hogan was charged with felonious assault and battery on an Italian named Gasper Maxioni, who lived at No. 18 Bixterest, at the time of the alleged assault; but the defense proved that the beating was justifiable, and the jury found the prisoner not guity. Before the paleeman left Court Judge Barrett addressed him, saying that he concurred in the vendlet of the jury, and behaved the blow struck was justifiable under the efrequencies, but he hoped Hogan and all other policemen would take earn ever to resort to violence unnecessarily.

UNITED STATES SUPREME COURT.

UNITED STATES SUPREME COURT.

WASHINGTON, Nov. 5.—No. 51—Hearn agt, New-England Mutaal Marine Insurauce Company; appeal from the Circuit Court of Massachusetta—Hearn seeks the correction of a mistate in a contract of insurance made with the Company. In May, 1866, he applied for insurance on the bark Maria Heary to the amount of \$5.000, stating in the letter that she was chartered to go from Liverpool to Cuba and load for Europe via Palmouth, for orders where to discharge. The poler was made describing the voyage thus; "At and from Liverpool to a port in Cuba, and at and thence to port of advice, and discharge in Europe." The policy was accepted, and the bark used two ports in Cuba mistad of one, and was lost on her return to England. Subsequently, upon an action on the policy, the Court held that it could not be maintained, as there had been such use of two ports when the policy permitted the use of but one; and that the evidence of usage at the port of Liverpool offered by the insures was inadmissible to prove the right to use more than one port in Cuba; and also that the evidence failed to establish such a usage, if it existed. Thereupon this action was brought to reform the policy so as the conform to such usage and the alleged agreement in accordance therewith. The decree below was against the claim, and the case comes here for review. Walter Cirtis for appellant; H. C. Hutchins for appellee.

No. 52—Equitable Safety Insurance Company agt. Hearn; appeal

Suprems Court—Chambers—By Judge Lawrence.—
In the matter McAnana.—Report confirmed and order granted. New York Life Insurance Company act, Kohner.—Granted. Morauge agk. Vogel.—Motion to refer cause is denied, with \$10 costs.

By Judge Donobue—New-York Life Ins. Co. agt. Serves (Nov. 123 and 124).—Reference ordered. Welsi agt. Bouns.—\$110 additional Blowance granted. Josephane B. Jones agt. Levis A. Jones; Jenie B. Noe agt. Albert A. Noe.—Decrees of divorce granted to the plaintiffs. Roosevelt agt. Ritchie; Philadechial Coal Co. act. Brass. Jaccard agt. Dinamore; Loder agt. The N. Y. W. & O. R. R. Co. The Coard agt. Dinamore; Loder agt. The N. Y. W. & O. R. R. Co. The Coard agt. Dinamore; Loder agt. The N. Y. W. & O. R. R. Co. The Coard agt. Dinamore; Loder agt. A. A. agt. Overle: Silmson agt. Reger: Swartwoat agt. Pitrmann; Fontana agt. The Board of Police Wetherbee agt. Kuhn.—Granted. Marthing agt. Dut in the mattery of Police (Wetherbee agt. Ruhn.—Granted. Marthing agt. But.—Motion granted. Hunting agt. Pratt. Heller agt. Bawer.—References granted. Willets agt. Fisher.—All parties who opposed have not been erved. Einnehi agt. Gordon.—Memorandum. McKibben agt. Kammerer.—Motion granted. Baidwin agt. Yonng.—Granted; memorandum.

Superior Court—Special Term—By Judge Curtis.—McLam agt. Von Zank.—Motion for owe trial caned; new opinion.
By Judge Van Vorsi.—Porter, ex'r, &c. agt. Parmley. Order settled.

By Chief Justice Monel.—The Atlantic and Parific Telegraph Com-

any act Barnes et al. Case settled and ordered on file. Toulou agi-ferbe.—Order of reference denied. The Marchall Horse Collar Com-pany agt. Williams.—Motion devies. Kether agt. The Gond Heating Company of New-York.—Interrogatories allowed. Bell agt. Hatch; Bell agt. Blow; Gawtry agt. Clark; Ames agt. Oebon; Losh agt. Hammli; King agt. Slowm; Webster agt. Ketcham.—Order agranted. In conse-quence of the lithness of Judge Freedman, so Issues of Pact will be tried until Monday, Nov.

SUPERNE COURT-CHAMBERS-LAWRENCE, J. 187. Ware agt. Schnall, &c. 188. McVey agt. Cantwell. 201. McLean, &c., agt. McLean, 85. Lormert agt Lorimeir. 92. Von khade agt Von Rhade. 99. Denekla agt Smith, &c. 112. Develin ast. Develin. 116. Currle agt. Knjsland. &c. 118. Crocker. &c. agt. Thomp-214. Matter of Canton. 221. Matter of Newman. 221. Matter of Newman.
228. Shaw agt Samo.
232. Matter of Brown, rec'r. &c.
242. Coffin agt. Cose. &c.
251. Newman agt. Newman.
258. Hyman a t. Grand Trunk
250. Denckla agt. Golien State
Whie Co.
281. Trade re' Savings Bank agt.
Howes, &c.
294. Thompson agt. Thompson.

127. Price agt. Price.
127. Price agt. Price.
136. Banker, &c., agt. Pielda.
137. Matter of Foley.
160. Elins agt. Elias.
162. Sonneborn act. Lavarello.
164. Malone act. Blythe.
167. Same agt. Same.
168. Demarcat, &c., agt. Veld-

173. Selling agt. Claudia. 181. Gregory agt. Hogelin. 181. Gregory agt. Hogelia.

**PRECIAL TRAN—VAN BRUNT, J.

Demurrers.

16. Allen agt. N. J. Southern R. R. Co.

22. People ex rel., Weatherland agt. Waldron et al.

11. Sawyer and ano. &c., agt.

Butterfield assignee. &c.

12. Clerke &c. agt. Raiter.

223. Mer. Ex. Bank agt. Waldron Co.

242. Clerke &c. agt. Raiter.

263. Allen agt. Waldron Co.

264. Clerke &c. agt. Raiter. 12. Clerke: &c., agt. Butier. impl'd, et al. 15. Simpson agt. Dillon et al. 17. — act.

et al. 186. Fuley agt. Green, &c., and

201. Osgood and ano. agt. Frov. ant N. Y. S. S. Co. 202. Kalie agt. Lauber et al. 203. Codling set. Brown. 204. Salmon agt. Gedney et al. 205. Green agt. Milbank et al. 206. Sette agt. Smithson. 207. Cong. Shaaray. agt. The 240. Sealer agt. Grant et al.
241. Norwa agt. Knowles et al.
242. Brown agt. Knowles et al.
243. Grown agt. Webster et al.
244. Shaker and and agt. Fabel
244. Shaker and and agt. Fabel
245. Shaker and and ag. 245. Shaker at Mety.
247. Davenport agt. Forester et 207. Cong Shanray agt. Lie Mayor, &c. 208. Hamplore's agt. Hurtt. 250. Bran art. Brace et al. 210. Townsend agt. Norris. 211. Beamith agt. Ruchton et al. 212. Hitchie agt. Van Vieck and

213. Walker agt, Walker. 214. Bigelow agt. Jones. 215. Colton et al. agt. Parrons

215. Cotton et al. agt. Farrons et al. 215. Petrie agt. Merers et al. 217. Man agt. Koenier and ano. 218. Harte act. De Witt. 219. Kelsey, &c., agt. Hege-man &c.

CIRCUIT, PART L. Adjourned for the Term.

PART IL. BRADY, J. Short Causes. 3928 .. Esterbrook, jr., agt. Cham- | 3730 .. Wendt, ex'r, &c., agt-

222. Taylor et al. agt. Purell et al.
223. Mer. Er. Hank agt. Waterlie Man. Co.
224. Paber agt. Perkins, jr.
225. Miller et al. agt. Sledge and ano.
226. Sauton agt. Kettredge.
227. Ferris, jr., agt. Lewis and 228. Same agt. Same.
229. Slater agt. Geopp. admir.
231. Hankler agt. Mayor. &c.
232. Boody agt. Drew et al.
234. It Trust Co. agt. Rachan.
234. Oleomargarine Man. Co.
agt. Faref. &c.
247. Faref. Co. agt. Faref. &c.

239. Pratt and ano. agt. For et

at. 248., Bliss agt. Me ga. jr. 249., Resenfeld agt. Ettinger et at.

3029. Esterbrook, jr., agt. Chamberials.
2546. Schmer igt. Beatty.
2488. Strong et al. agt. Tophim.
mp.id. &c.
3602. Hodges agt. Sharker.
3598. Baretto agt. Chumingham.
&c.
3690. Smith agt. Beardsley.
4106. Harpenan agt. Talbot et al.
3870. Dusenburf fagt. Green.
3896. Conerv act. Manning.
3946. Junker and ano. agt. Schmabel.
4126. Baker et al. agt. Pardec et al.
3896. Wendt. ex'r. &c., agt.
Symmes.
3874. Chapin Machine Co. agt.
4120. Wendt. Williamson.
4120. Wendt. Williamson.
4120. Wendt gt. Williamson.
4120. Junken agt. Heath
4126. Laming agt. Runkle.
4124. Jansen agt. Walkins, &c.
4126. Baker et al. agt. Pardec et al.
3896. Wendt. ex'r. &c., agt. 3940. Junker and ano. agt. Schna-bel.
3636. Sargeot and ano. agt.
Balley and ano. agt.
4040. Wetherbee and ano. agt.
Knibn.
4018. Marquand agt. Marsh Land
Co. PART III.-VAN VORST J.

Part III.—Van Vorst J.

2767. The Union Trust Co. agt. 2966. Merrism and ano. agt. Conserved.

3873. Perressond agt. Sullivan et al.

4047. The Philadelphia &R. Coal and Iron Co. agt. Handibode.

3001. Ester and ano. agt. King et al.

4053. Manger agt. Welch and ano.

2019. Platt, ree'r, agt. Wilson.

4033. Cass agt. Herook and ano.

4080. Ferdon agt. Mariposa L.

4075. Publishelphia & R. Coal and Iron Co. agt. Church and ano.

3917. Mailty agt. Martin and ano.

3918. Mailty agt. Martin and ano.

3919. Giberra agt. Beredder.

3921. Liven agt. Macker.

3921. Liven agt. Mailty agt. Martin and ano.

3917. Mailty agt. Martin and ano.

3918. Mailty agt. Martin and ano.

3919. Giberra agt. Mailty agt. M

PART II.—CURIN. J. al. agt. Bren. 572. Livingston agt. Keech. 730., Bull's Head Bank agt. Ear-Part II.—C
1122. Witkowski et al. agt. Breunan, Sherifi.
1226. Green act. Rice.
600. Graban agt. Austin et al.
1035. Emanuelagt. Ward.
1.5. Herbrant agt. Steicheling.
724. Bull's Head Bank agt.
Chamberlin et al.
1726. Same agt. Sears et al.
1726. Same agt. Sears et al.
1726. Wedieus agt. Germanis Ins.
1726. Medieus agt. Germanis Ins.
1727. Medieus agt. Germanis Ins.
1727. Medieus agt. Germanis Ins.
1728. Medieus agt. Germanis Ins.
1739. Medieus agt. Germanis Ins.
1730. Medieus August. Medieus August

732. Shin's Head Bank agt. Bar-1732. Shinon agt. Manuf. and B. 1734. Bull's Head Bank agt. Mc-Federa et al. 642. Diamond btate Iron Co. 324. Lissberger. 428. Finnin agt. Malloy. COMMON PLEAS-GENERAL TREES.-DALY, C. J., LARREMORE and DALY, JJ. DAL)
124. Bannon agt. Gault.
125. Hochester agt. Barneb.
12. Towie agt. Covert.
21. Added hs. Co. of Cino.
Odio, agt. Loehr.
36. Yenul agt. Ocean National
Bank.
43. Van logen et al. agt. Whitman. 57...Haden agt. Buddensick et 85. Altman agt. Aitman and ano. 88. Davis agt. Copeland. 89. Davis agt. Gantin. 90. Davis, rec'r. agt. Duryes. 137. Schleifer agt. Nocker.

THIAL TERM-PART L.-ROBINSON, J. 1035. Krtmborg art. O'Brieu.
2019. Johnson agt. Mayor.
1711. Hayward act. Brennen.
1714. Gillespie agt. Mayor.
2055. McClosky agt. Same.
1941. Mctowan agt. Same.
1954. Woodruff are. Campbell.
1214. Cagewell agt. Walsh.
1214. Cagewell agt. Walsh.

1214. Cagewell agt. Walch.

MARISE CORET TRIAL TREE PART L SPARLDING, J.

920. Headirs agt. The Bradley.

1261. Levinger of al. agt. Schneider.

1263. Levinger agt. Schneider.

1263. Hawes, &c. agt. Spratt.

1092. Mayer of al. agt. Kiein.

1400. Mehl agt. Manroni.

520. Miniz agt. Bancroft, &c.

521. Brewster of a. agt. Gilswood.

Part III.—SHEA. C. J.

wo.d. PART III.—SHEA. C. J.

232. Batjer et al. agt. Laughran.
233. Same agt. Desendorf.
2439. Keelay et al. agt. Niage.
2349. Briggs set. O'Senil et al.
2450. Driggs set. O'Senil et al.
2450. Briggs set. O'Senil et al.
2450. O'Senil et al.
2450. O'Geden et al. agt. Klaus.
2450. New agt. Bramball et al.
2500. O'Geden et al. agt. Klaus.
2500. PART II.—MCADAN, J.
2501. Beblingen set. Combis.
2503. Architectural Iron Werks

GERTRAL SESSIONS—SCTETERLAND, J.—John O'Hallorso, manslaugh ter; John D. Besenger, robbery; Patrick Madden, Margie Middleton felonious assault and battery; Patrick Maione, John Fluan, bargiary John Sonobuse, burglary; Chaa Grandine, burglary; John Birrson burglary; John Riler, grand larceny; George Smuth, grand larceny; William Punk, Rmil Coates, grand larceny; John Currican, grand larceny; Joseph Johnson, grand larceny; Frederick Wable, John O'Neil, Thomas Garver, Daniel McKroy, larcenfrom the person; George Stevens, forger; Solomon Weiner, faispretenses; William Tucker, Michael Bochford, concealed waspons.

O'NE AND TRAININGS—BARRYT, J.—James A. Heavey, felonion assault and battery; Karel Kristan, William Curistian, grand larceay

DEPARTURE OF FOREIGN MAILS.

PRIDAY, Nov. 6.

A Mail for Halifax, N. B., is closed at the New-York Post-Office every day at 6 p. m., and goes via Booton.

Main for Great Britain and Ireland, via Quesatown and Liverpool, by steamship Oceanic, close at 11:30 a. m. A Supplementary Mail is closed at the Post-Office at 1:30 p. m. Steamship sails at 3 p. m. from Pier No. 62, Novit hiver.

For Continental and Stremen Mails, by the steamship Neckar, mails close at 11:30 a. m. A Supplementary Mail is closed at the Post-Office at 1:30 p. m. bteamship sails at 2 p. m., from foot of Third-st., Hoboten.

as 1:30 h. m. bleamship sails at 2 p. m., from foot of Third-st., Hoboken.

Mails for South Pacific and Central America, per the sicamship Acapulco, close at 10 a. m. A Supplementary Mail is closed at the Post-Office at 11 a. m. bleamship sails at 12 M., from Pier No. 42 N. R.

Mails for Ray West by the steamship City of Waco, close at 2 p. m.

Mails for Bayana, direct, by the steamship City of Houston, close at 2 p. m. A Supplementary Mail is elosed at the Post-Office at 2:40 p. m. bleamship sails at 3 p. m., from Pier No. 3, N. R.

All Mails close at 11 e'clock a. m. The Post-Office is open from 9 a. to 11 a. m.

Geo. Woodin, Alet. Palon, Miss Ritchie, Miss Susan Petrie, v.m. Unore, R. J. Hylton, James Daly, Francis Daly, B. Daly, Miss Bridget Daly.
FROM SAVANILLA, &c.—In steamship Andez, Nov. 5.—W. Costa, Mr. and Mrs. Todd and infast, A. Paroth, Mr. and Mrs. G. W. Davis, Dr. W. Stern, J. M. Freeman, Mr. and Mrs. D. McCatty and child, Mr. and Mrs. John Brass, Miss N, Smith, J. Davis,
FROM LIVERPOOL—In steamship Eris, Nov. 5.—The Rev. M. A. Trug, W. Philips, Mrs. W. D. Hughes, child and mand, R. H. Smith, Miss Kate Cogan, Wm. Griffiths, Mr. and Mrs. Willett, Mrs. Rayner, Mrs. E. Stater, Miss M. S. Morrison, E. T. Atkinson, R. M. Parcell, Mr. and Mrs. Sinnott and child, Miss M. A. Haskell, E. W. Lowe, Mrs. M. B. Bastria, Mrs. and Miss Lecumberry, Horton Yates, J. A. Davis, W. M. Smith. M. B. Bastaria, and and should be supported by M. M. Smith.

PROM HAVANA—In steamship City of Havana, Nov. 5.—Jose
Barrass, Ruillio Garcia, Frederick Maten, Ambrova Canela, Alelardo
Perca, Automio Castro, Jacobo Terrero, Jose J. Marchado, Rafael
Perca, Jose Satter, R. Biniova, G. Acosta, Pedro Arna, Yades Bernat,
Jaime Morraga, Francisco Casais, Francisco Casai, Jose N. Cesteros,
Victor E. Reeve, Adolph Gressmann, Robert Elder, Jr., Pitch W. Smith.

PASSENGERS SAILED.

FOR HAMBURG—In steemship Thurinota, Nov. 5.—B. W. Neshitt, Miss Isabella Neabitt, Miss Anna Nesbitt, John G. Schumacher, H. V. Bargy, Miss Carnes, Emil Azrou, W. P. Waliace, L. Van Karken, Wm. Man, Jr., Mrs. Hartpeace and daughter, Julius Regensburger, Gardiner S. Hawes, John J. Braden, Mrs. Antonic Pleischmann, Mrs. Louiss Faustian. Mrs. Antonic Hamen, A. Stunzi, C. Ritter, Thomas Homer, C. Knoblanch, Julius Hess, M. Wesenbouck, Mrs. Juliu Müller, child and Infant, Charles Milch-I, Johannes Claussen, Mrs. Lettia Curran and son, Joseph K. Regle and vife, Mrs. Moller, Nov. 6.—John A. FORK SAVANNARI—In steemahly Geo. Barnes, Nov. 6.—John A. FORK SAVANNARI—In steemahly Geo. Barnes, Nov. 6.—John A. FORK SAVANNARI—In Steemahly Geo. Barnes, Nov. 6.—John A. Willer and Wife, Mrs. M. J. Loublen, Miss M. E. A. McCardy, W. H. Muller and wife, Mrs. M. J. Loublen, Miss Alle J. Blatchiey, Mrs. F. W. Rohmson, Miss Mary Harrold, Naml Ohrer, David D. Cole, Mrs. Ann Brison, W. E. Giarding, E. Binn, Beran Daly, J. H. Hartwell and wife, W. Foley, P. Brady, F. Drun, J. Salez, K. McFarland, P. Peraldo, T. Ginto, T. Antonio, E. Litter, P. Johnson, H. Maguite, FOR HAVANA—In steemahly City of Merkad, Nov. 5.—Ble Escoriaga, Jose Oy Vatiente, Martin Nevarrov Palacion, Jose Martin, Toomas Morgan, J. W. Wesel, R. Rohling, Ernnis T. Glasgow, E. Pontert, Junn B. Maibtran, Mo.es M Gregov, Prederick Geisler, James P. Douipha, J. A. Rayhel, Jose M. de Triarte, Carlos Guerrenian, Julio Siele, W. R. Wilkins, Mrs. A. P. Cebailos, Miss Roofe Pearce, J. B. Casallanca and wife, Lucas Mahoberez, V. D. Benemelez.

SHIPPING INTELLIGENCE.

Prowholige's Sons.

Never Venue (Span.), Lopez, Cadiz, Spain, Galway & Cesado.

Bark Herman Bebreas (tier.), Grige, Llabon, C. Tobias & Co.

Bark Hiddjacon (Nor.), Fredesse, Laverpoot, Funch, Edye & Co.

Bark Hettry Ranking (Br.), Pritchard, Rio Janeiro, Thos. No.

Bark Heury Ranking (Br.), Pritchard, Rio Janeiro, Thos Norton & Co.

Bark Heury Ranking (Br.), Polichard, Rio Janeiro, Thos Norton & Co.

Brig Naovo Achilles (Ital.), Perrari, Gibraltar, Funch, Edve & Co.

Brig Hora (Ger.), Hausen, Rio Grande do Sal, Oeir ch & Co.

Brig Mary Gibbe, Whittenore, Nuevitas, Caba, Narcau Rinnier & Co.

Brig Riccelsior (Br.), Major, Hamilton, Bermuta, Duncan McColl,

Brig Veteran (Br.), Hudson, Oporto, Portugal, James R, Ward & Co.

Brig Nilas Alwani (Br.), Gates, Pernambuco, J. H. Winchester & Co.

Schr. Astra (Br.), Evertit, Points-Pitte, P. I. Scheine & Son.

Behr. Astra (Br.), Evertit, Points-Pitte, P. I. Scheine & Son.

Schr. Gongetta, Elissor h. Ponce, P. R. E. Sacchea y Doiz

Schr. Bar State, Bubbler, Boston, Chas, Twing.

Sloop Nearchus, MacKay, New-Oldens, Rackett & Bro.

Barge Ira C, Whiting, Whiting, New-Haven, Isaac B, Gregg.

ARRIVED.

Steamship Andes (Br.), Porter, Savanilia Oct. 24, and Kingston, Jam.,

20th, with midee, and pass. to fun. Fernwood & Co.

ship Co
Steamship Albemsrie, Kelley, Lewes, Del., with indse. to Old Dominion Steamship Co.
Bark George W. Jones (of Yarmonth, N. S.), Porter, Antwerp Sept. 17, in ballace.

17, in ballast

DOMESTIC PORTS.

Boston, Nov. 5.—Arrivel, schrs. Abbie Carson, and Reberca H.
Queen, from Polialelphia: James W. Albie, from Hotoken: Tilor's
kribe, from New-York. Cleared, barks Addison, for Fasal; Exther, for
Turks Island; schrs. L. & D. Fisk, for Philadelphia; John Price, for
New-York.

PHILADELPHIA, Nov. 5.—Cleared, steamships North Point, for NewYors: Lancaster, for Port Royal, S. C.; Harrisburg, for Boston; bark FOREIGN PORTS.

QUEENSTOWN. Nov. 5.—The White Star Line steamship Adriatic
Perry, from New-York 9:40 a. m. Oct. 28, for Liverpool, arrived here

at 3 p. m. to-day.

LONDON. Nov. 5.—The crew of the ship Pacific, which was wrecked on the Welsh coast, were saved Booron. Nov. 5.—The schr. Robert Broce. Bennington, from a fishing cruise, with a cargo of cod fish for Gloncester, struct on Cape La Have previous to the 4th inst, and became a total loss. All hands were saved and srived at Halifax, N. S.

(For Latest Ship Sees see Fifth Page.)

Co Whom it man Concern

CHURCHES, COMMITTEES, and others.-FOR SALE, half price, \$75 each, 20 or 40 hest LOTS in NEW YORK BAY CEMETERY; one or two lots, \$100 each, warrantee Geeds. Owner at storm 2,258 3d-ave., near 123d-st., day and evening. IN consequence of the extension of Lexingtonave, the REMAINS of DECEASED PERSONS now in the vanita of the Hariem M. E. Church must be immediately REMOVED. All such remains not cared for by relatives or friends will be removed Parties interested will communicate with JAMES DAVIS, cor. One hundred-and-i-wenty-fally-st. and Pitth-ave.; or JOHN W. LYON, Sexton and Undertaker, 2,338 Fourth-ave.

Loan Offices.

\$75,000 — AMERICAN OFFICE, On Dismonds, Watches, Jewelry, Silver, Camels' Hair Shawls, Silks, Laces, Valhables, &c., &c. The atmost value Located, or will Huy. J. H. BARRINGER, 735 Broadway, opposite Astor place.

Miscellaneons.

FOR SALE, CHEAP—A large number of new and second-hand APPLE BARRELS and BARRELS and BARRELS and BARRELS and BARRELS and F. BRIGGS.

PERFECTION! BOKER'S BITTERS.

Beware of Counterfeits.

Marble and Biate Mantels.

T GREATLY REDUCED PRICES.—An extensive stock of Marble and Marbleized Mantels, and all other Marble-work; Marble Turning for the trade. A. KLABER, 134 East Eighteenthest. near Third-are, N. Y. A GREAT reduction in prices of Marble and Marbleias Mantels, all kinds of Ploor Tillag, Monuments, Headstones, Slaus for Plumbers and Cobinetmakers, now offered at 8. KLABER & Co.'s Steam Marble Works, Nos. 217 to 223 West Pifty-Erst-et, near Broadway.

Corporation Notices.

PROPOSALS will be received by the above-mentioned Department until MONDAY, the 15th November, at 9:30 colock a.m., for the above-mentioned work in accordance with specifications to be seen at the office of the Department, No. 36 Union-quare, where forms of propossis can be obtained. For full particulars see City Record, No. 2 City Hall. POTATOES, CODFISH, TEA, &c. SEALED PROPOSALS will be received by the Department of Public PROPOSALS will be received by the Department of Public Charties and Correction until 10 o'clock a. m., Nov. 7, 1874, for POTATOES, CODFISH, TEA, WHITE LEAD, OIL, SHEETING, &c. For particulars see The City Record, Copies for sale at No. 2 City Hall. For particulars see the City decord, Copies for sale at So. 2 City Hall.

SEALED PROPOSALS for furnishing SAND,
BROKEN STONE, and RIP RAP STONE.—Scaled Proposals for
furnishing these materials will be received at the office of the Department of Docks until 11 o'clock a. m. of Fridar, November 13, 1874.
For full information see The City Record. Copies for sale No. 2 City
16.11

3,000 BARRELS FLOUR. D. OUU SEALED PROPOSALS will be received by the Department of Public Charties and Correction until 10 o'clock a. m., NO-VEMBER 11, 1874, for 3,000 BARRELS PLOUR.
For particulars see The City Record. Copies for sale at No. 2 City Hall.

Ocean Steamers

CTATE LINE.

Te GLASGOW. BELFAST. LIVERPOOL. LONDONDERRY, &c. STATE OF PENSSILVANIA..., WEDNESDAY, Nov. 11. STATE OF NEVADA..., WEDNESDAY, Nov. 25. From Pier 36, North River, N. 1. Eates of passage—Cabin. \$70 and \$80. Drafe at lowest rates. AUSTIN \$72 Mall.DWIN & Co., Agends. 72 Broadway, New York. Green, No. \$5 Broadway, New York. Office, No. \$5 Broadway.

Ocean Steamers

AMERICAN LINE.
THE AMERICAN STRAMSHIP COMPANY
OP PHILADELPHIH.

Weekly Mail Steamship service between PHILADELPHIA and
LIVERPOOL, calling at QUERNITOWN, selling every THUESDAY
from Philadelphia, and sailing every WEDNESDAY from Liverpool.
The following Steamers are appointed to sail from Philadelphia:

*ABBOTSPORD.

PENNSYLVANIA.

November 15
LILINOIS.

November 12

November 19

November 26 OHIO. November 19
*REMILWORTP November 25
INDIANA DECEMBER 36
PRICES OF PARMAGE IN CURRENCY:
Cabin, \$75 to \$100, according to accommodations.
are and intermediate Treate to and from all point

lowest rates.

Sieamers marked with a Star do not carry intermediate.

Sieamers marked with a Star do not carry intermediate.

Passenger accommodations for all clauses unsurpassed. Ample attendance is provided. Every steamer carries a Surgeon and Stewardess.

Three steamers are supplied with Life-Rafts in addition to the usual Life-Boats and Life-Procervers.

Through Tickets and through Bitts

Prominent poteta

For passage, rates of freight, and other information, apply to
GEO. W. COLTON, Agent 42 Bread-st., N. Y.,
JOHN McDONALD, Passenger Agent,
S Batter-place, New-York,
PETER WRIGHT & SONS, General Agents,
307 Walbut-st., Philadelphia.
Richardson, Spence & Co., Liverpool.
N. & J. Cummins & Bros., Queenstown.

TOOR LIVERPOOL.

FOR LIVERPOOL. (VIA QUEENSTOWN),

CARRYING THE U. S. MAILS.
THE LIVERPOOL AND GREAT WESTERN STEAM COMPANY will dispatch one of their first-class, full power, iron serew steamships FROM PIER No. 46, N. R., EVERY TJESDAY, WYOMING, Capt. BEDDOB November 3, at 1:30 p. m.

MEVADA. Capt. BEICE. November 10, at 3:00 p. m. IDAHO, Capt. JONES. November 24, at 3:00 p. m. WISCONSIN, Capt. PRESMAN December 1, at 12 m.

Cabin passage, \$50, gold. Steerage passage (Office, No. 29 Broadway), at lov

Steerage passage (Office, No. 20 Broadway), at low rates.

For freight or cabin passage, apoly to
WILLIAMS & GUION, No. 63 Wall-st.

WILLIAMS & GUION, No. 63 Wall-st.

CREAT WESTERN STEAMSHIP LINE.

NEW-JORK TO BRISTOL (Sug) - DIRRCT.

Taking goods and passengers for London. Cardid, Newport, Gloncester, and all ports in Brastol Channel.

The steamers of this Line will sail from Pier 18, East River as follows:
GREAT WESTERN, Windham. WEDNESDAY, November 4
ARRAGON, Symonds. SATURDAY, November 21
CORNWALL, Stamer.

Cabin Passage, \$70 currency; Intermediate, \$45 currency: atecrage, \$30 currency. Parties wishing to scan for their freedal can obtain propaid Certificates. Drafts for \$21 and unwards. For freight or passage, apply to W. D. MORGAN, Agent, No. 70 Southest, New York.

INMAN LINE.—SOUTHERLY COURSE.

ROYAL MAIL SEAMORY AND LIVELIFOOLS.

FOR QUEENSTOWN AND LIVELIFOOLS.

CITY OF BROOKLYN... SATURDAY, Nov. 7, at 2 a. m.

CITY OF NEW-YORK... SATURDAY, Nov. 14, at 9 a. m.

CITY OF LONDON... SATURDAY, Nov. 21, at 2 p. m.

CITY OF MONTREAL... SATURDAY, Nov. 22, at 2 p. m.

CABIN PASSAGE, \$0. \$60, and \$75, sout.

RTFERAGE.—To and from all points, at reduced rates.

Cabin and General Office, No. 12 Broadway.

Steerage Offices, 33 Broadway, and Pier 45, North River.

JOHN 6, DALB. Accent.

NEW-YORK AND HAVANA DIRECT MAIL

EW-YORK AND HAVANA DIRECT MAIL
LINK.—These first-class STEAMSHIPS will sail ever TURSDAY,
at 3 b. m. from Pier 13 N. R. (foot of Cetarat.), for Havana direct,
to follows: TCATOR, T. R. Morton..., WEDNESDAY, October 28
CRESCENT CITY, T. S. Cartias..., TURSDAY, November 3
COLUMBUS, E. C. Reed..., TUESDAY, November 10
For freight or passage in leaving magnifectures accommonational approx to
WM. P. CLYDE & CO., No. 6 Bowling-green.
MATIONAL LINE... NATIONAL LINE.

Prom Piers 44 and 47, North River.

TO OURSINSTOWN A3D LIVERPOOL:
PRANCE... Nov. 7, at 3:00 p. m. BGYPT, Nov. 14, at 8:30 a. m.
ERIS.... Nov. 11, at 3:00 p. m. ITALY... Nov. 21.
HOLLAND... POR LONDON DIRECT.
CAGE PASSAGE, \$70 and \$80 correct, \$teerage at greatly record price. Retarn Tribets at Reduced Rates. Propul Steerage Detects from Liverpool at the lowest rates. Apply at the Company of the No. 69 Broadway. NORTH GERMAN LLOYD STEAMSHIP

POR SOUTHAMPION AND BREMMS.

The Steemand NECKAR Cont. J. C. Meyer, with voil on SATURDAL Nov. 7. at 2. 0. m., from Bremes Pier foot Third-st., Hotogren, one fellowed by Steamable HOHENZOLLERN, Capt. W. Nordenholt, on WEDNES-BATK OF PASSAGE TO LONDON, HAVEN, AND BREMEN.

CTTY OF HOUSTON Samalay, Nov. 7
CITY OF HAVANA Thurslay Nov. 12
CITY OF MERICA Tuc-day Nov. 24
FOR VERA CRUZ AND NEW-ORLEANS:

NEW YORK TO CARDIFF.

THE SOUTH WALES ATLANTIC STRAMSHIP COMPANYS
NEW, FIRST-CLASS, PULL POWERED, CLYOK-BUILT STRAMSHIPS will sail from Pennsylvana Reilroad Wuarf, Jersey City, as
follows:

GLAMORGAN. WEDNESDAY. Nov. 4
PEMBROKE. SATURDAY. Nov. —
Tring goods and passengers at through raise from all parts of the
d States and Canada to ports in the Bristol Channel and all other
in England. United States and Canada to ports in the Brisis Canada. These stegmalities, built expressly for the trade, are provided with all the steat improvements for the comfort and concentence of CABIN AND STEERAGE PASSENGERS.

First Cabin, \$75 and \$80 carrency....Second Cabin, \$55 currency...Steerage, \$30 carrency.....Pricial Steerage Certificate from Cardiff, \$35 carrency....Drafts for £1 and noward. For further particulars, apply in Cardiff, at the Company's Offices, Na. 1 Bock Chambers, and in New-York to ARCHIBALD BAXTER & Co., Accord... No. 17 Broadway.

ONLY DIRECT LINE TO FRANCE.

THE GENERAL TRANSATLANTIC COMPAN'S MAIL
STRANSHIPS BETWEEN NEW YORK AND HAVER, CALLISO
AT BREST.

The suicedia remais on this favorite rate for the Combonst (bring
are completely than any other), will say from Pier No. 50 North fiver.

DACIFIC MAIL STEAMSHIP LINE.

TO CALIFORNIA, JAPAN AND CHINA, VIA PANAMA. Rates of passage, including all necessaries for the trip: New York to San Francisco, \$50, \$100, or \$110, currency. San Francisco to Yokoisan, \$150, or \$1 San Francisco to Heng Kong, \$200, gold.

Steamers leave Pier 42 North River New-York, as follows:
ACAPULCO, Com. A. G. Gray, Nov. 7, at 12 m.
HENRY CHAUNCEY, Capt. Wm. Rathbun, Nov. 14, at 12 m.,
(Freight and Way Passengers only).
COLON, Capt. Z. L. Tanner, Nov. 21, at 12 m.
And evers alternate Saturday thereafter, connecting with all steamers
or Central America and South Pacific ports.

Extra ateamers for freight and way passengers will be dispatched on atervening Saturdays, as necessity may require. Steamers leave San Francisco for Japan and China as follows:
JAPAN November 14
CHINA November 28
VANCOUVER December 12

For freight or passage, or further information, apply at the Company's time, on wharf foot Canaist, New-York. H. J. BULLAY. RUFUS HATCH, Managing Director. RED STAR LINE.—Appointed to carry the

BED STAR LINE.—Appointed to carry the Belgian and united States mails.

The following Steamers are appointed to sair FOR ANTWERP.

Prom Philadelphia.
Nov. 10 COLINA. Oct. 29 NADERLAND. Lice. 4 SWITZERLAND. Nov. 20 FOR Philadelphia.

For Philadelphia. Nov. 10 SWITZERLAND. Oct. 29 NADERLAND. Nov. 20 SWITZERLAND. Oct. 29 YADERLAND. Nov. 20 SWITZERLAND. Nov. 22 PRICES OF PASSAISE IN CURRENCY.

Pirst cabin. S00 | Second cabin. S00 | Second cabin. And a the lowest rates.

Steerage and sacromodations for all classes unsurpassed. Ample attendance is provided. Every steamer carries a surreum and stewardma.

Through Tickets and through Bills of Lading issued between all promises under the control of the

Through Tickets and through Binds I have the points.

For passage, rates of freight, and other information, apply to GEO, W. OLTON, Art., 42 Broad-st., New-York. JOHN MCDONALD, Passenger Agent, Shattery Place, New-York. PETER WRIGHT & SONS, General Agents, 307 Walnutst. Philadelphia.

B. VONDER BECKE, General European Agent, Antwerp. WHITE STAR LINE.

FOR QUEENSTOWN AND LIVERPOOL

CARRYING THE

UNITED STATES MAIL.

BEW AND PELL-POWERED STEAMSHIPS.

Bailing from New-York on SATURDAYS, from Liverpool on THURS

DAIS. sailing at Cost Herraces was.

DAIS. Saturday. November 7. at 3:00 p. m.

REPUBLIC. SATURDAY. November 21 at 3:00 p. m.

CELTIC. SATURDAY. November 21 at 3:00 p. m.

OCEANIC. SATURDAY. Doc. 2, at 2:00 p. m.

OCEANIC. SATURDAY. Doc. 2, at 2:00 p. m.

Prom the White Stai Dock. Piers 52. North liver.

Pastenger accommodations (for all classes) universited, combining section, where least motion is fell. Surgeons and inewardenses accompant these stainers.

Saloons, state-rooms, smoting-room, and bath-rooms in midchip section, where least motion is fell. Surgeons and inewardenses accompant these stainers.

Bon, where was motion is ret.

Bees steamers.

IAT ISS—Salaton, \$80, gold. Return Tyckets, \$140, gold. Steerage, IAT ISS—Salaton, \$80, gold. Return Tyckets, \$140, gold. Steerage, Ital IsS—Salaton, \$80, gold. Return Issuer and the Gld Country can now obtain steerage or proposed confidences at low rates.

Passengers of the Salaton India. Australia. Clina. No.

Digits from £1 spears.

Bratts from £1 spears.

R. J. CORTIS. Arent. Select. No. 19 Breadway. New-tors.

Steamboats and Bailroads. CITIZENS' LINE STEAMBOATS for TROY,

CARATOGA, LAKE CHAMPLAIN, LAKE GEORGE, THE ADIRONDACKS, MONTREAL, and all points North and West. Low fare, and a reduction to all points. The elegant steamboass SUNNYSIDE and POWELL for the Price of the Control of the Price of the Control of the Price FOR RONDOUT and KINGSTON, landing at

Comear's, Cornwall, Newburgh, Mariborough, Melton, Poughteepse, West Park, Esopus, steamboat James W. Baidwin leaves Harrison-st.
Pier, N. R., every Monday, Wednesday, and Priday, at 4 o'clock p. m.

TOR RONDOUT and KINGSTON, landing
at Concess, Cornwall, Newburgh, Mariborough, Milton, Highlands
New Palts), Reopns—The steamboat THOMAS CORNELL leaves.
Harrison-st. Pier 34, N. R., every TURBDAY, THURSDAY, and BATUNDAY at 4 u. w.

Steamboats and Railroads.

BRIDGEPORT, and all points on Housatonic Pand Naurateck Railroads. Fare \$1. Steamer BRIDGEPORT leaves Catannes slip at 11:30 a. m. and Bridgeport at 11 p. m.

CENTRAL RAILHOAD OF NEW-JERSEY,
ALLENTOWN GINE TO THE WEST.—Passenger and Freight Station in New-York, foot of Liberty-st. Connects at Somerville with South Branch R. R.; at Hampton Juscition with Deb. Lack. and West. R. R. at Philippinary with Lebigh and Sauonekans Division; also with Lebigh Valler Railroad. Direct line to Harrisburg, Pittsburgh and the West: also to Central Promeyrants and New-York State.

Commencing Jusc Mark Rarrange and New-York State.

Commencing Jusc Mark Rarrange Revanton, &c.

5:15 a. m.—Naus Trans for Easton, Bethiebam. Bath. Allestews.

Maoch Chunk, Tamagea, Wiltesbarre, Seranton, &c.

6:00 a. m.—Way Train for Somerville and Premington.

7:00 a. m.—Way Train for Somerville and Premington.

7:00 a. m.—Way Train for Somerville and Premington.

7:00 a. m.—Mora ing Expense, daily (accept Sandsry). for Raston, Premington: at Easton for Masch Chunk, Tamaghan. Towanda, Waverly, &c.

9:00 a. m.—Mora ing Expense, daily (accept Sandsry). for Raston, Plemagion: at Easton for Masch Chunk, Tamaghan. Towanda, Wilsebarre, Scratton, &c., with through care to Danville, Williamsport, &c.

10:30 a. m.—Way Train for Somerville.

12:40 p. m.—Exprans for Fismington, Easton, Bath. Allentown, Masch Chunk, Mahanor City. Hazleton, Wilkerbarre, Seranton, Ressim, Coismbi, Lancaster, Embrata, Pottveille, Harrasburg, &c.

2:30 p. m.—Way Train for Faston, Catasauqua, and Beividers.

3:30 p. m.—Way Train for Easton, Allentown, and Mauch Chunk.

3:30 s. m.—Way Train for Plainfield. On Saturdays only to Somerville.
4:00 p. m.—Way Train for Raston, Allentown, and Mauch Chunk.
Connects at Jaretion with Del., Lack, and West. R. R.
4:30 p. m.—Way Train for Somerville and Flemington.
5 p. m.—Way Train for Plainfield.
5:130 p. m.—Way Train for Plainfield.
5:30 p. m.—Way Train for Plainfield.
5:30 p. m.—Evarynes Express, dairy, for Raston, Belvidere, Allen town, Mauch Chunk, Willesbarre, Towards, Reading, Harrisburg, Pitaburgh, Chiego, &c.
6 and 7 p. m.—Way Trains for Somerville.
7:30 p. m.—(Emigrant)—For Easton.
9:15 p. m.—Way Train for Somerville.
12:30 p. m.—For Plainfield.
For Elizabeth at 5:15, 6, 6:15, 6:40, 7, 7:30, 8, 8:45, 2, 9:40, 10:30, 11:15, a. m., 12:ac. 12:40, 1, 1:30, 2, 2:30, 3, 3:30, 3:45, 4, 4:15, 4:30, 4:45, 5, 5:15, 5:30, 5:45, 6, 6:10, 6:30, 7, 7:30, 8:15, 8:15, 10:30, 11:50, 12 p. m.
R. E. RICKER, Supt. and Rag.
II. P. Balowin, General Passenger Agent.

F. BALDWAY.

RIE RAILWAY.

SCHARR ARRAGENERY of Trains taking effect Sept. 21. 1874.

From Chambert-st. Depot. (For Twesty-thirt-st. see note below.).

9 a.m.—Cinctinated and Chicago Day Express. Drawing-room Coaches to Buffsio and Sleeping Coaches to destination.

10:45 a.m.—Express Mail for Buffalo and Niagara Falls. Sleeping Coaches to Buffsio.

7 p. m.—Philip. Parific Express to the West. Sleeping Coaches to rough to Buffalo, Niagara Falls. Cinclunati, St. Louis. Detroit and Chicago without change.

Paterson. *6, 6:45.7, 7:30, *8:30, 19, 10, *9:15, 10:45, 11:3 m. 12 noon, *1:45, 3, 3:15, 3:45, 4:30, 4:45, 5, 5:15, 6, 6:16 Paterson. 6, 6:40.7, 2.30.5

a.m. 12 non. 1:40.5, 3:15, 3:45, 4:30, 4:45, 5, 5:15, 6, 6:15, 6:00.6:15, 7, 8:15, 10:30, and 11:30 n. m.

Newark, 6, 7, 8:35, 10:30, and 11:30 n. m.; 3:15, 4:45, 6:15, and 10:30 n. m.; 3:15, 4:45, 6:15, and 10:30 n. m.; and 12: Saturday nights out.

Cressill, 5:15, *9, and 10:45 n. m.; 1:10, 3:15, 4:15, 5:45, 7:15, and 7:45 p. m., and 12: Saturday nights out.

Ratherford Park and Paceane, 6:45, 7:30, 8:30, 9:15, 10:30, and 11:30 n. m.; 1:10, 3:30, 3:45, 5:15, 6, 16:30, 6:45, 8:15, 10:30, and 11:30 p. m. filliciale and Hackenack, 4:45, 8:15, and 18:45 a. m.; 1. 3, 4, 5:66 6:m. and 12: Saturday nights out.

LALL RIVER LINE FOR BOSTON VIA NEWPORT AND FALL RIVER DAILY (SUNDAYS EXCEPTED) AT 4 p. m.

THE WORLD-RENOWNED STEAMERS
BRISTOL AND PROVIDENCE.

Capt. A. G. SIMMONS.

Capt. B. M. SIMMONS.

The most direct route to Taunton. Middleboro', Plymonth, New-Bedford, Martha's Vineyars, Nantochet, Cape. Cod. the WHITE MOUNTAINS, and all principal points in New England and the Provinces. For Tickets and Staternoms apply at 241 and 525 Broadway; Broadway, corper Twenty-third-st, Third-ave. and One-bundied-smitherent-fifthst, Dodd's Kurness Offices, 944 Bronadway, and 10 Courtest, Broadway of the Courtest, Broadway of the Courtest, Broadway of the College in the city.

twenty-fifth-st.; Done s. t. Briesland on the Pier, and st. Briesland of the city.

And Ticket Officer in the city.

BORDEN & LOVELL, Agenta

GEORGE L. CONNOR, General Passenger A ent.

GEORGE L. CONNOR, J. L. INF. Compa MERCHANTS' OPPOSITION LINE for AL-

N EW-HAVEN, HARTFORD, &c. Fare, \$1 25. Steamers leave Peck-slip for New-Baren at 3 and 11 p. no., Dally (Sundays excepted), connecting with the rationed. NEW-YORK CENTRAL AND HUDSON RIVER RAILROAD. After Nov. 1, 1874, through trains will seave grand Central Debot Stitle a. m. Chicayo and Northern Ryperss, with drawing-room care through to Bochester and St. Albana 10:10 a. m. Special Chicaro Express, with drawing-room care to Boch-

C. H. KENDRICK General Passenger Age

2.20 (Acc'm.), 4:38 and 5:15 (Local Ex.), 8:10 (Ex.), and 9:10 (Ex.), p. 70 South Norwalk, 7:10, 8:05, 5:05 a.m., 12:00 m., 1:00 (Ex.), 2:20, 3:15, 4:38, 5:15, 5:40 (5:35, 8:10, 9:10 p. m. For Samarat, 7:10, 8:05, 9:05, 10:10 a.m. 12:00 m., 1:00; 12:20 and 3:10 (Ex.), 3:55, 4:38, 4:45, 5:15, 5:44 (6:35, 7:20, 8:10, 9:10 and 1:125 p.m. Boston Express via Springfield at 8:05 and 10 n.m., 3 and 8:10, p.m., via Store Lines at 1 and 9:10 p.m. The 8:05 a.m., 1:00 and 8:10 p.m., via Store Lines at 1 and 9:10 p.m. The 8:05 a.m., 1:00 and 8:10 and 9:10 p.m., via Store Lines at 1 and 9:10 p.m. The 8:05 a.m., 1:00 and 8:10 p.m., via Store Lines (Store Lines Division for Providence and the Connection viate via Store Lines Division for Providence and the Connection viate via Store Lines (Store Lines Division for Norwich and New Haven and Northampton E. R. at New-Haven, and the 8:05 a.m. and 3 p. m. connects with Store Lines (Store Lines (Store Lines)) and 1 p.m. 82 p. 10 and the StOps. m., 1:00, 4:35 and 5:40 p. m. with Swetchman d. a. Stamford.

Sunday Boston Mail Trains at 7:00 p. m., via Springfield, at 9:10 p.

Note of the Stops of the St

WM. 8. SNEDEN, General Manager,
PENNSYLVANIA RAILROAD.—THE
GREAT TRUNK LINE AND UNITED STATES MAIL MOUTE.
Trains leave New-York, from foot of Deabroases and Cortiandesis, as
Express for Harrisburg. Pittsburgh, the West and South, with Pellman Palsee Care strached, 9:30 a. m., 5 and 8:50 a. m. Sunday 5 and

BOSTON.

The magnificent steamer NARRAUANSETT Tuesdays, Thursdays, and Naturdays, and the elegrant steamer STONINGTON. Mondays, Wednesdays, and Fridays, from Pier 33 North River, foot of Javas., at an m. arriving in Boston ahead of all other lines. Tickets for sale at all principal railroad offices, and state-rooms secured at the offices of Wescott Express Co., and at 319 Broadway.

E. A. DE VEAU, Freight Areut L. W. FILKINS, Gen't, Pass, Agent, D. S. BABCOUX, President. WICKFORD RAILROAD ROUTE TO NEW-

PORT, R. L.—Carrying the U. S. Mail.

Passengers for this line tase S:05 a m. and 1 p. m. express trains from Gamo Coultal Dept. arriving at 4:20 and 8:20 p. m. Also en Sundays 0:10 p. m. Sicoping car express arriving at Newport at 6 THEODORR WARREN. Superintendents

Middletown. 7:30. 46:30, -9:15, and 10:45 a. m. 3:45, 4:30, 46:30, and *7 p. m. Thu. 7:30, 10:45 a. m. and 4:30 p. m. trains cunner with New Tork and Oswero Midland Railroad. Rondout and Kinraton. 9 a. m. and 3:30 p. m. Gubes. 8, 7:30, 18:30, 9, -9:15, and 10:45 a. m., 3:30, 3:45, 4:30, 16:30, and *7 p. m. Newborgh, 18:30, 9, and 10:45 a. m., 3:30 and 4:30 p. m. Newborgh, 18:30, 9, and 10:45 a. m., 3:30 and 4:30 p. m. Nuffers. 6, 6:45, 7:30, 18:30, -9:15, and 10:45 a. m., 1:45, 3:45, 5, 6, 16:30, *7 and *11:30 p. m. Ridgewood, Hohekun Abdadda, and Ramser's. 16, 6:45, 7:30, 18:30, -9:15, 10:45 a. m., 1:45, 3:45, 5, 6:16:30, 7; and *11:30 p. m.

*Daily. JNO. N. ABBOTT. General Passenger Agent.

From Pier 28 North River, toot of Murrar-al., THE WORLD-RENOWNED STRAMERS

General Passenger Agrolt

FW-YORK, NEW-HAVEN AND HART
FORD R. R.-NEW-YORK AND NEW-HAVEN DIVISION.
Autumn Arrangement, commencing Sept. 14, 1874. Passenger Station in New-York, Grain Central Depot: entrance on Forty-second st.
Trains for New-Haven leave at 7:10 (Acc'm.), 8:05 (Ex.), 9:05 (Acc'm.), 4:38 and 5:15 (Local Ex.), 8:10 (Ex.), and 9:10 (Ex.), p. m.

Check baggage from restance of second of the commencing St ptember 14, 18, 4.

Trains leave Harlem Rayer Station at 7, 8, and 9:15 a. m. 1:00, 4:00, 4:40, 5:15, and 6:45 p. m. 4:00, 4:40, 5:15, and 6:45 p. m. 4:00 at 8. m. 4:00 at 9:15 and 6:45 p. m. 4:00 at 9:15 p. m. 4:00, 4:00 at 9:15 p. m. 4:00

PHILADELPHIA, VIA LONG BRANCH and the NEW-SERSEY SOUTHERN RAILEOAD.

J'a-c from New York to Philadelphia only \$2.25.

Commencing MONDAY Oct. 19. 1874 the new, staunch, and communicous steamboats JANE MOSKLY and DAY NTAR, connecting as Sandy Hook with all trains, will see the second of the second

Bappeas of Cars attached, 9:30 a. m., 5 and 8:30 n. m. Sunday 5 and 8:30 n. m.

8:30 n. m.

For Williamsport and Lock Haven, (rin Phila, & Eric R. R. Dy., compared to the Property of Profit State of Profit

For Kinsbeth 6, 6, 30, 7; 20, 7; 40, 8, 9, 10 a, m, 12 m, 1, 2, 230, 3; 10 3; 30, 4; 10, 4; 30, 4; 50, 5; 20, 5; 40, 6; 6; 10, 6; 30, 7, 7; 50, 8; 10, 10, 11; 30 n, m, and 12 m; nt. Sandar 5; 20, 7, and 8; 10 p, m.

For Rabway 6, 6, 30, 7; 20, 8, 10 a, m, 12 m, 1, 2, 250, 3; 10, 8; 40, 4; 10, 4; 30, 4; 30, 5; 20, 5; 40, 6, 6; 10, 6; 30, 7, 8; 10, 10 a, 30, 4; 50 and 7, 5; 40, 6; 6; 10, 6; 30, 7, 8; 10, 10 a, m, and 12 m; nt. Sandar, 5; 20 and 7 n, m, and 12 m; nt. Sandar, 5; 20 and 7 n, m, and 12 m; nt. Sandar, 7 a, m, and 2 m, and 4 n, an, STONINGTON LINE for NEWPORT and